Exhibit 1 to Ordinance No. 2230
Redmond Comprehensive Plan Sections for Adoption

Transportation Element

Future Vision for Redmond – Transportation

Redmond has embraced **energy-efficient and environmentally sound transportation** systems. The City has invested strategically and leveraged regional funds to improve transportation choices and mobility. Every year more people walk, bicycle, carpool, or use transit or alternative fuel vehicles to travel. Transit service links all of Redmond's neighborhoods to the hubs of Downtown and Overlake, creating an attractive and practical transportation alternative. Overlake and Downtown are extensively served by high-capacity transit that provides easy access to many destinations in the region. Transit stations along the route include shops, restaurants, offices and residences.

People spend less time traveling and more time where they want to be. All Redmond homes, schools and businesses have high-speed access to the Internet. More neighborhoods and workplaces are served by nearby stores and services that are small in scale and well designed. Significant investments in SR 520, I-405, and regional and local transit routes have improved mobility for people and goods. In Redmond, roadway projects have been built where needed to improve safety and operating efficiency, and the City has maintained a good system of access and circulation for delivery and freight. Most streetscapes are attractive and functional for various travel modes, with street trees and landscaped areas that separate pedestrians from traffic.

Organization of this Element

Introduction

The intent of the Transportation Element is to guide the development of the City's transportation system in support of the City's vision for the future. The transportation policies are designed to guide the actions of both public agencies, such as the City, as well as private decisions related to individual developments. The Transportation Element also provides the foundation for development regulations contained in the Redmond Community Development Guide that implement the City's vision.

To fulfill the City's vision, the Transportation Element must:

- Promote a strong multi-modal transportation system that offers travel choices, with improved connections both within and through Redmond, and between Redmond and the region
- Support the City's land use and community character objectives, including retaining Redmond's character as a green city with a small town feel
- Enable the City to effectively influence regional transportation decisions and investments

To achieve Redmond's transportation vision, the policies have been developed with a common understanding of the concepts of mobility, circulation, and access. "Mobility" is the ability to travel over distances; "circulation" is the ability to move about within an area, connecting different localized land uses; and, "access" is the ability to get to individual destinations.

TR-1 Provide for the mobility, circulation, and access needs of those who live, shop, visit, and work in Redmond. Consider pass-through trips when planning and developing the transportation system. Arterial and local streets, sidewalks, trails, bicycle lanes, paths, and public transit are to serve these needs.

TR-2 Ensure that all transportation programs, facility plans, investments, and performance measures, whether funded or built privately or by a public sector agency, serve to achieve the preferred land use pattern contained in the Land Use Element of the Redmond Comprehensive Plan.

A. The Transportation System

The Transportation Element is designed to guide development of the City's transportation system to serve the "full build out" permitted by the land use plan contained in the Land Use Element and permitted by adopted zoning. The land use plan provides for significant amounts of new residential and commercial development, and associated population and employment in the City. Redmond's growth targets through 2022 are contained in Table LU-1 in the Land Use Element.

The Transportation Element policies and plans are also based on an assumption that land uses surrounding the City will develop in a pattern consistent with the regional strategies, including VISION 2020 and Destination 2030. Land use and transportation forecasts for these surrounding areas, which were developed by the Puget Sound Regional Council, were integrated into the assumptions underlying the Transportation Element.

For the future, Redmond's transportation system will have a significant impact on the lives of those who live and work in Redmond, as well as those who visit or shop here. A transportation system that provides alternatives and good travel circulation patterns supports the City's land uses by enabling people to more easily get from one place to another. The proper mix of motorized and non-motorized facilities in a commercial core leads to a better shopping and business environment. The design and construction of arterial and local streets and associated pedestrian and bicycle facilities provides for a safer, quieter, and more attractive neighborhood. Circulation patterns, both present and future, must reflect, support, and be compatible with the land use patterns that they serve.

Along with promoting desired land uses, a good transportation system will enhance the health, safety, and welfare of people who live or work in the City. From the perspective of the City, an effective transportation system reduces air and noise pollution. Properly designed and classified roads and intersections prevent injuries and accidents. Public transit, pedestrian, and bicycle routes help expand opportunities for mobility and reduce congestion, pollution, and parking space needs.

The Transportation System section of this element contains policies that address the management and supply of transportation resources. System management policies are contained in the Concurrency and Level-of-Service section. The Transportation System Plan section specifies the type of transportation programs, projects, and services that are designed to promote the mobility necessary for implementation of the land use plan.

CONCURRENCY AND LEVEL-OF-SERVICE

Transportation concurrency and level-of-service standards are key requirements of the Washington State Growth Management Act. By policy and regulation, the City of Redmond is required to

ensure that transportation facilities needed to serve growth are in place when development occurs, or within six years of the completion of the development. Regulations implementing concurrency and level-of-service are contained in the Redmond Community Development Guide. The concurrency policies contained in this section will not go into effect until the City adopts new concurrency regulations. Once the regulations are adopted, the following concurrency policies shall become effective and shall:

- Promote desired land uses through a plan-based concurrency approach and level-of-service standard
- Expand travel choices
- Maintain community character
- Ensure accountability

Plan-Based Approach and the Level-of-Service Standard

TR-3 Utilize a "Plan-Based " approach as the basis for Redmond's transportation concurrency management system. Ensure through the Plan-Based approach that the funding of programs, construction of facilities, and provision of services occur in proportion to the needs of the City, and the pace of growth. Ensure that the transportation system, under the Plan-Based approach, explicitly supports achievement of the community vision and policies set forth in the Comprehensive Plan, including this Transportation Element.

TR-4 Support land uses envisioned by the Comprehensive Plan through an appropriate transportation level-of-service standard. Redmond's transportation level-of-service standard is established to mean that so long as the growth of the City and the development of the City's transportation system are proportionate, work in parallel, and are consistent with the Comprehensive Plan, all concurrency management requirements are considered met.

Concurrency Management - Expanding Travel Choices

TR-5 Ensure that Redmond's transportation concurrency management responses to growth have the effect of expanding the choices available for travel to, from, through, and within Redmond.

TR-6 Use the concurrency management system to achieve a multimodal travel environment. Projects, programs, and services representing appropriate responses to existing and growth-related travel demands include those that improve motor vehicle operations, public transit service levels, the walking environment, bicycling, and ridesharing, as well as transportation demand management and transportation system management measures.

TR-7 Establish transportation measures and objectives for each of the primary travel modes – personal motor vehicle, public transit, walking, and bicycling –as a way to gather supplemental information to assist in the management of the concurrency management system and evaluate the performance of each of the modes.

Maintaining Community Character

TR-8 Consider community character factors such as land use patterns, the green character of the City, the environment, neighborhood vitality, and quality of life in the determination of whether planned transportation systems support the Land Use Plan. Value community character equally with transportation system capacity in the evaluation of concurrency and ensure that no transportation project conflicts with or detracts from the desired character of the community, as described in the Comprehensive Plan, including Redmond's vision for the future.

Ensuring Accountability

TR-9 Develop a system of annual monitoring and reporting of transportation level-of-service and concurrency that will become part of the City's routine monitoring and reporting of transportation system trends and performance. Report on progress made in implementing the transportation system, including the achievement of needed funding. Take action to correct an imbalance if the pace of growth exceeds the pace of implementing and building the transportation plan, or if there is inadequate funding for the plan.

TR-10 Include transportation concurrency monitoring data in the annual and the five-year transportation performance reports.

TR-11 Conduct the measurement and evaluation of concurrency, including levels of transportation service, at a city-wide level.

Interim Transportation Level-of-Service Standards

TR-12 Maintain level-of-service standards using the Transportation Management Districts contained in Map TR-1, level-of-service descriptions contained in Table TR-1, and arterial intersection level-of-service standards contained in Table TR-2, until a Plan-Based concurrency approach is adopted.

TRANSPORTATION MASTER PLAN

The primary purpose of the transportation system is to support development of the land uses envisioned by the Comprehensive Plan, and to shape the form of urban development within Redmond's mixed-use, commercial, industrial, and residential neighborhoods. To further that purpose, a Transportation Master Plan (TMP) will be adopted as a document that contains the specific features comprising Redmond's transportation system, including the programs, projects, and services that are necessary to support planned land uses. Until completion of the TMP, the Transportation Facilities Plan (TFP) will be used to identify long-term transportation needs.

The Transportation Master Plan

TR-13 Develop and maintain a Transportation Master Plan (TMP), including a section on financing, that achieves a multimodal travel environment. Include in the TMP projects, programs, and services that improve: motor vehicle operations; the movement of people, goods, and services; public transit service; the walking and

bicycling environment; a program for transportation demand management; and other necessary transportation measures.

Transportation Programs and Facilities

TR-14 Identify and implement the long-range Transportation Facilities Plan, contained in Map TR-2 and Table TR-3, to assure compliance with the City's adopted transportation level-of-service standards while supporting the City's land use and community character objectives.

TR-15 Use the Six-Year Transportation Improvement Program (TIP) as a guide for short-term transportation investment decisions, consistent with the Transportation Master Plan.

TR-16 Allocate resources in the City's transportation Capital Investment Program (CIP) according to the following in order of priority:

- **Address public health and safety concerns, including neighborhood traffic protection;**
- **Ensure adequate maintenance of existing facilities throughout the City;**
- **Ensure that as development occurs, the City's transportation concurrency and level-of-service (LOS) standard are met by completing planned facilities, including capacity projects; providing travel choices; supporting funding partnerships; and efficiently operating the transportation system.**

Financial Program

The Transportation Facility Plan's Financial Program contains details of transportation revenue sources that the City can reasonably expect to receive during the life of the Transportation Facility Plan. Revenue sources contained in the Financial Program vary widely in terms of the amounts available and the types of projects for which they may be used. In most cases, individual transportation projects are funded by a combination of funding sources, reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries.

TR-17 Develop a financial strategy to assure that on an average cost basis, new development contributes its fair share of the cost of transportation programs, facilities, and services needed to mitigate growth related transportation impacts. Credit only those projects, programs, and measures contained in, or consistent with the Transportation Facilities Plan, or the Transportation Master Plan when adopted, as meeting needs resulting from growth. Impact fees, local improvement districts, transportation benefit districts, grants, contributions, business taxes, bonds, and debt financing are some of the funding mechanisms to be considered by the City.

TR-18 Take the following actions in the event that the City is unable to fund the growth related transportation programs, facilities, and services identified in the Transportation Facilities Plan (not in priority order):

- **Delay development until such time that programs, facilities, or services can be funded;**
- **Amend the City's Comprehensive Plan to reduce the travel demand placed on the transportation system;**

- **Obtain needed revenue or revise the Transportation Facilities Plan to reflect known financial resources; or**
- **Change the transportation level-of-service standard.**

TR-19 Establish an ongoing allocation of funds for the construction and maintenance of non-motorized improvements in the transportation Capital Investment Program in order to assure adequate, predictable, and dedicated funding of the Bicycle and Pedestrian Plans.

STREETS

To serve Redmond, local and arterial streets will require maintenance, safety, and efficiency improvements. The quality of life for many people is significantly affected by how well streets function — this is true for pedestrians, bicyclists, and transit riders in addition to motorists. Streets do more than move people. They also represent major public facilities whose quality of design, sensitivity to human needs, and integration with their surroundings can complement land use policies and enhance an urban environment or erode it.

To implement the land use policies of the Comprehensive Plan, local and arterial streets need to do more than just move people and goods. They must also be compatible with and support the land use goals of Redmond's residential, commercial, and mixed-use areas.

TR-20 Establish a street classification system that is designed to balance street capacity needs and compatibility with adjacent land uses, the Land Use Element, and compliance with the other elements in the Comprehensive Plan. Use the street classification system contained in Table TR-5 that classifies streets according to function so that needed traffic capacity may be preserved and planned street improvements will be consistent with those functions. For street classifications and locations, see Maps TR-3 and TR-4, and Tables TR-5 and TR-6.

TR-21 Establish standards for the design and construction of arterial and local streets in Redmond. Achieve the following as part of the development process:

- **Require that all arterial and local streets be built to comply with the City's design standards and plans for streets, bicycles, and pedestrian facilities;**
- **Require that all property be conveniently accessible from streets, walkways, and trails, subject to environmental limitations;**
- **Maintain continuity of the street pattern by avoiding dead-end and half-streets not having turnaround provisions;**
- **Avoid the creation of excessively large blocks and long local access residential streets;**
- **Complete missing links and improve street connections;**
- **Wherever possible, separate pedestrians from traffic lanes by the use of street trees and landscaped strips, and avoid the construction of sidewalks next to street curbs;**
- **Manage access to arterials; and**

- **Identify specific street improvements that benefit transit operations, and work with transit providers to prioritize street improvements.**

TR-22 Establish a "multi-modal corridor" designation for arterials and local streets of critical significance to transit operations, bicycle circulation, and pedestrian circulation.

TR-23 Maintain the Redmond Intelligent Transportation System Plan to guide the implementation of transportation system management (TSM) for all modes, using techniques such as traffic signal coordination, transit signal priority, and the provision of real time transit arrival data, in order to maximize the efficiency of the City's transportation system.

PUBLIC TRANSPORTATION

The VISION 2020 growth management plan and the Destination 2030 transportation plan contain the regional growth and transportation strategies for the Puget Sound region. These plans call for the channeling of future growth into Centers and the linking of these Centers with high capacity transit. The Countywide Planning Policies for King County expand on this strategy by outlining guidelines for the designation and development of Centers and measures to be taken by local jurisdictions in support of a high capacity transit system.

In Redmond's Comprehensive Plan, Downtown Redmond and part of Redmond Overlake are designated as Centers that warrant high capacity transit service between these neighborhoods and the region. SE Redmond may be another destination for high capacity transit service and an appropriate location for a high capacity transit maintenance facility.

The Transit Plan

TR-24 Identify Redmond's transit needs through a transit planning process that considers transit routes, passenger amenities such as shelters, service levels, and capital projects needed to provide local Redmond, Eastside and regional transit service.

TR-25 Use transit as a way to provide for access, circulation, and mobility needs in areas planned for higher density mixed-use development and for favorable pedestrian environments.

Local Redmond, Eastside and Regional Transit Service

TR-26 Support and improve transit service and amenities in neighborhoods, especially when and where appropriately-sized vehicles in the transit fleet are used as a way to:

- **Increase ridership;**
- **Improve access, circulation, and mobility, with connections to local Redmond destinations, the Eastside, and to the regional transit system; and,**
- **Balance protection of neighborhoods with transit access and service goals.**

TR-27 Work to redevelop the Downtown Redmond Park and Ride facility as a multi-story, mixed-use transit-oriented development (TOD) that is complementary to the Downtown neighborhood. Maintain the park and ride function of this site with the current vehicle parking capacity.

TR-28 Develop the Redmond Downtown Transit Center with full transit center components, including timed transfers between most routes, passenger waiting areas and other amenities, and on-site route information.

High Capacity Transit

TR-29 Participate actively and continuously in the planning and development of an efficient, timely, and effective regional high capacity transit system that is competitive with the single-occupant vehicle. Plan for the extension of high capacity transit to the Eastside and to Overlake, Downtown Redmond, and SE Redmond as part of Sound Transit Phase 2, or any successor plan.

TR-30 Support high capacity transit service and support facilities for Redmond that:

- **Provide service to Overlake, Downtown Redmond, and SE Redmond that is located to ensure efficient, timely, and effective service, within a high capacity transit alignment located mainly in the SR 520 freeway corridor;**
- **Locate high capacity transit stations in Overlake, Downtown Redmond, and SE Redmond;**
- **Locate the Downtown Redmond station site near the intersection of SR 202 and SR 520; and**
- **Achieve higher bus transit service levels to and within Redmond's two Centers, providing connections to the high capacity transit stations.**

PEDESTRIAN AND BICYCLE TRANSPORTATION

The Pedestrian Plan

An attractive pedestrian environment is a key element in developing a physically and socially healthy community. Most intense retail uses are heavily dependent on foot traffic to generate sales. Once individuals get in their cars, it is very difficult to get them out. Encouraging non-motorized pedestrian access to transit is a preferred strategy in supporting the use of public transit as an alternative to the automobile.

Many of the City's transportation related facilities are located within corridors that are shared or intersect with other pedestrian sidewalks, trails and pathways. In these cases, construction of sidewalks, trails and pathways should be coordinated to ensure safe and efficient use of all types of trails and other non-motorized facilities.

TR-31 Prepare and implement a Pedestrian Plan that will:

- **Provide for a safe, convenient and coordinated system of sidewalks, trails, and pathways, including through routes, to meet needs for pedestrian transportation;**
- **Interconnect neighborhoods and be coordinated with the surrounding jurisdictions to allow people to conveniently travel between and within neighborhoods and local activity centers by using non-motorized means;**

- **Include a typology of pedestrian environments, using the following designations: "Pedestrian Places, Pedestrian Supportive Environments, Pedestrian Tolerant Environments and Pedestrian Intolerant Environments";**
- **Set a pedestrian plan objective such that all areas of Redmond provide no less than a pedestrian tolerant environment;**
- **Identify areas to be designated as pedestrian promenades, with pedestrian friendly environments;**
- **Prepare a planned pedestrian program at a citywide and neighborhood level, with a detailed description of the pedestrian facilities and environments to be achieved. Identify a list of priority pedestrian projects to be included in the Transportation Master Plan;**
- **Be implemented as part of the City's review of private and public development projects; and**
- **Comprise an element of the Plan-Based approach to concurrency.**

The Bicycle Plan

Bicycle travel in Redmond is an important mode of travel both for recreational and non-recreational purposes, and forms a critical element of many individuals' daily travel plans. While the majority of people in Redmond rely on the auto on a daily basis, the quality of the bicycle system directly affects the perceived quality of life for Redmond residents.

TR-32 Prepare and implement an updated Bicycle Plan that will:

- **Ensure that bicycle pathways, lanes, and routes are established, constructed, and maintained to specifications that encourage safe and convenient circulation and connectivity;**
- **Consider the need for bicycle facilities that are integrated into the street and pedestrian system;**
- **Interconnect neighborhoods and be coordinated with the surrounding jurisdictions to allow people to conveniently travel between and within neighborhoods and local activity centers by using bicycle paths, lanes and routes;**
- **Maintain a typology of bicycle environments, designating bicycle paths, lanes, and routes;**
- **Set bicycle plan objectives;**
- **Update the planned bicycle program at a citywide and neighborhood level, with a detailed description of the bicycle facilities and environments to be achieved. Identify a list of priority bicycle projects to be included in the Transportation Master Plan;**
- **Be implemented as part of the City's review of private and public development projects; and**
- **Comprise an element of the Plan-Based approach to concurrency.**

A System of Bicycle and Pedestrian Facilities

TR-33 Use the Bicycle and Pedestrian Plans to guide the design, construction, and maintenance of bicycle and pedestrian facilities by both public and private parties, including the preparation of design standards and elements that promote a pleasant and safe traveling environment.

TR-34 Require that during the review process for new development or redevelopment that:

- **Projects are consistent with the Pedestrian and Bicycle Plans;**
- **Planned facilities are secured with required frontage and crossing improvements consistent with the Bicycle and Pedestrian Plans;**
- **On-site bicycle and pedestrian facilities are provided which provide safe connections to the general circulation system;**
- **New subdivisions and short plats include, consistent with RCW 58.17.060, the required pedestrian facilities (frontage and off-site improvements) that assure safe walking conditions for students who walk to and from school;**
- **Construction and implementation of other off-road and multi-use trails and trail crossings as described in the Parks, Recreation and Open Space Plan, or which are located within a development area or within a shared corridor, are coordinated with project review; and,**
- **Safety and security considerations for pedestrians and bicyclists are factored into the review of development proposals.**

NEIGHBORHOOD TRAFFIC CALMING

The environmental quality of a residential neighborhood is directly and significantly affected by conditions present on area streets. Factors such as excessive speed or traffic volume, safety, air and noise pollution, and conflicts with driveway access greatly influence people's perceptions of the quality of their neighborhood. There are increasing pressures on residential neighborhood streets from speeding drivers and "cut-through" traffic (individuals using local streets as alternatives to the arterial street system). It is difficult to forecast with precision the location and amount of overflow traffic that should be expected as a result of growth. Therefore, it is necessary to have in place mitigation programs that can provide a proportional response to local residential traffic control problems as they arise.

TR-35 Minimize the environmental impacts on residential neighborhoods by discouraging the use of existing and new local streets by non-local cut-through traffic. Place a high priority on prevention and alleviation of traffic impacts on residential neighborhoods as part of the City's transportation system management program.

TR-36 Maintain an ongoing allocation of funds necessary to maintain a traffic control program based on the fundamentals of education, enforcement, and engineering for evaluating and responding to residential neighborhood traffic control concerns. Maintain standards for maximum desirable traffic speeds and volumes of non-local traffic. Apply a hierarchy of traffic control responses based on the severity of the local traffic problem.

B. TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) refers to the range of actions and strategies that offer alternatives to single occupant vehicle (SOV) travel. TDM is a highly valuable tool because it focuses on more effectively managing the use of existing and planned transportation capacity, rather than increasing roadway capacity, to better meet mobility needs.

TR-37 Use TDM techniques as effective and efficient mechanisms to address transportation problems.

- **Use TDM techniques to help increase the person-carrying capacity of the transportation system.**
- **Require large employers to implement a commute trip reduction program for employees, as mandated by the State Commute Trip Reduction Act.**
- **Require new commercial development to provide for implementation of a transportation management program to mitigate commute trips consistent with the City's mode split goals.**
- **Implement TDM strategies that emphasize incentives rather than disincentives. Avoid imposing disincentives to single-occupant vehicle travel when the City determines that there is an absence of reasonable transportation alternatives. Provide physical features supportive of the use of alternative modes of travel and maintain a list of acceptable TDM techniques and physical features.**
- **Encourage participation in Transportation Management Associations (TMAs) to support trip reduction activities.**
- **Establish and implement a mitigation funding system that applies to all new development that warrants TDM conditioning for development approval. Use the funds generated by this system to specifically support the administration of the TDM element of development review.**
- **Encourage the development and support of TDM programs for non-commute/non-employer based sites.**

C. PARKING MANAGEMENT

Research has demonstrated that strategies involving parking supply and price are among the most effective tools in influencing travel behavior and enhancing the market for transit and other transportation options.

TR-38 Develop and implement comprehensive parking management programs that address shared parking, transit access parking, and localized parking imbalances. Evaluate parking pricing strategies as a mechanism to support transportation demand management objectives when there are viable transportation alternatives available.

TR-39 Establish minimum and maximum parking ratio requirements consistent with the transportation and land use objectives of the Comprehensive Plan, considering constraints imposed by financial institutions. Consider reducing the minimum and maximum parking ratio requirements further as transportation options increase with development of enhanced transit service or as demand drops with achievement of mode split goals. Create for inclusion in the Redmond Community Development Guide a process and decision criteria to allow under special circumstances the granting of parking ratios above or below the established ratios.

TR-40 Encourage reduction in required parking ratios less than the required minimum for office, industrial, institutional and mixed land uses by:

- **Streamlining the process for new development to provide less than the minimum parking where demand for employee parking is below normal.**
- **Allowing and encouraging property owners of major work sites to reduce their parking supply, especially where an excess exists, to support City mode split goals.**
- **Allowing reductions in minimum parking ratios in exchange for contributions to improved transit services or facilities; and**
- **Allowing parking to be provided below the minimum ratio where there are incentives to redevelop existing sites in employment centers supported by transit and where such actions are not likely to cause "spill over" parking impacts on adjacent land uses.**

D. THE EASTSIDE AND REGIONAL TRANSPORTATION

Transportation and Interlocal Agreements with Other Jurisdictions

A significant amount of travel that occurs in Redmond is regional in nature. In other words, trips that are made through Redmond have their origin or destination, or both, outside of the City limits. Nevertheless, the City of Redmond has the ability to significantly control regional travel as well as the impacts of local travel within Redmond, and from Redmond to other neighboring jurisdictions. Effectively managing and maintaining service standards through concurrency controls requires coordination with neighboring jurisdictions. To do this the City shall:

TR-41 Develop and maintain interlocal agreements with neighboring jurisdictions that require development within Redmond and within the neighboring jurisdictions to anticipate and mitigate significant cross-jurisdiction transportation impacts, including pass-through traffic, impacts to concurrency, and the level-of-service standard.

TR-42 Address pressure to move traffic from residential developments in eastern King County through SE Redmond in a manner that maintains Redmond's land use and community character objectives.

Eastside Transportation Partnership

Transportation problems and their solutions generally transcend individual city boundaries. Therefore the Eastside Transportation Partnership (ETP) was created to develop a policy and facility plan for the Eastside to assure mobility, and to provide an ongoing forum for the discussion

of transportation policy. ETP membership includes Eastside cities as well as key transportation agencies, such as Washington State Department of Transportation, Metropolitan King County and the Puget Sound Regional Council. ETP has evolved into the primary body for the development of transportation policy and strategy for the Eastside, with its positions carrying significant weight in county, regional and state decision-making forums.

TR-43 Participate in the Eastside Transportation Partnership on an ongoing and cooperative basis to implement transportation plans and policies that affect the City, the Eastside, and the region.

State Highways

TR-44 Maintain an inventory of state-owned highways, and monitor the state-established level-of-service on these highways. Examine the impact of development generating traffic on these highways. Table TR-7 contains this inventory and level-of-service information.

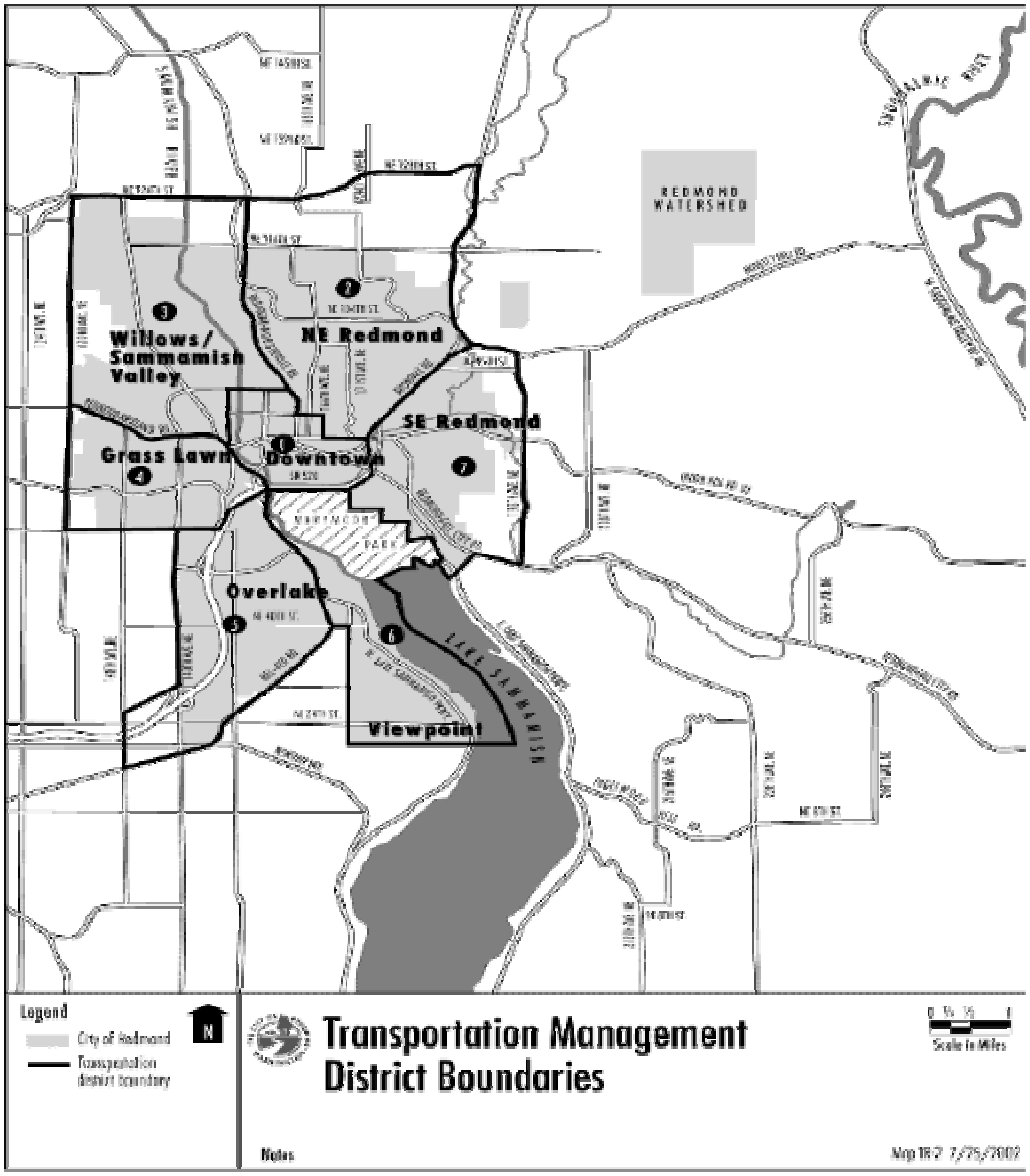
Air Quality

TR-45 Observe federal and state clean air acts by maintaining conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council, and by following the requirements of the Washington Administrative Code Section 173-420.

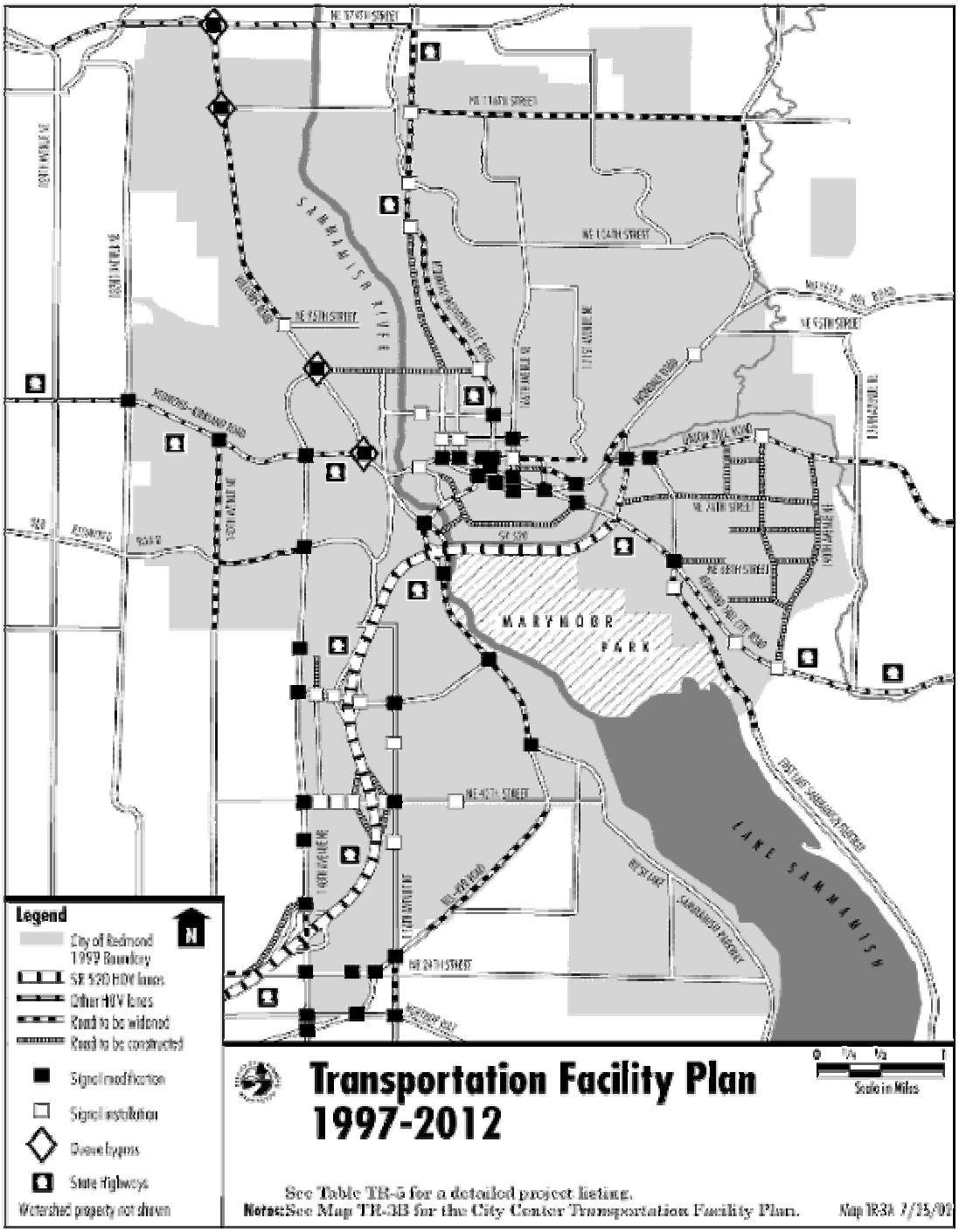
E. TRANSPORTATION ELEMENT MAPS AND TABLES

NOTE: THE MAPS AND CHARTS CONTAINED IN THIS SECTION ARE IN EFFECT UNTIL THEY ARE REPLACED BY THE ADOPTION OF THE TRANSPORTATION MASTER PLAN

Map TR-1
Transportation Management District Boundaries

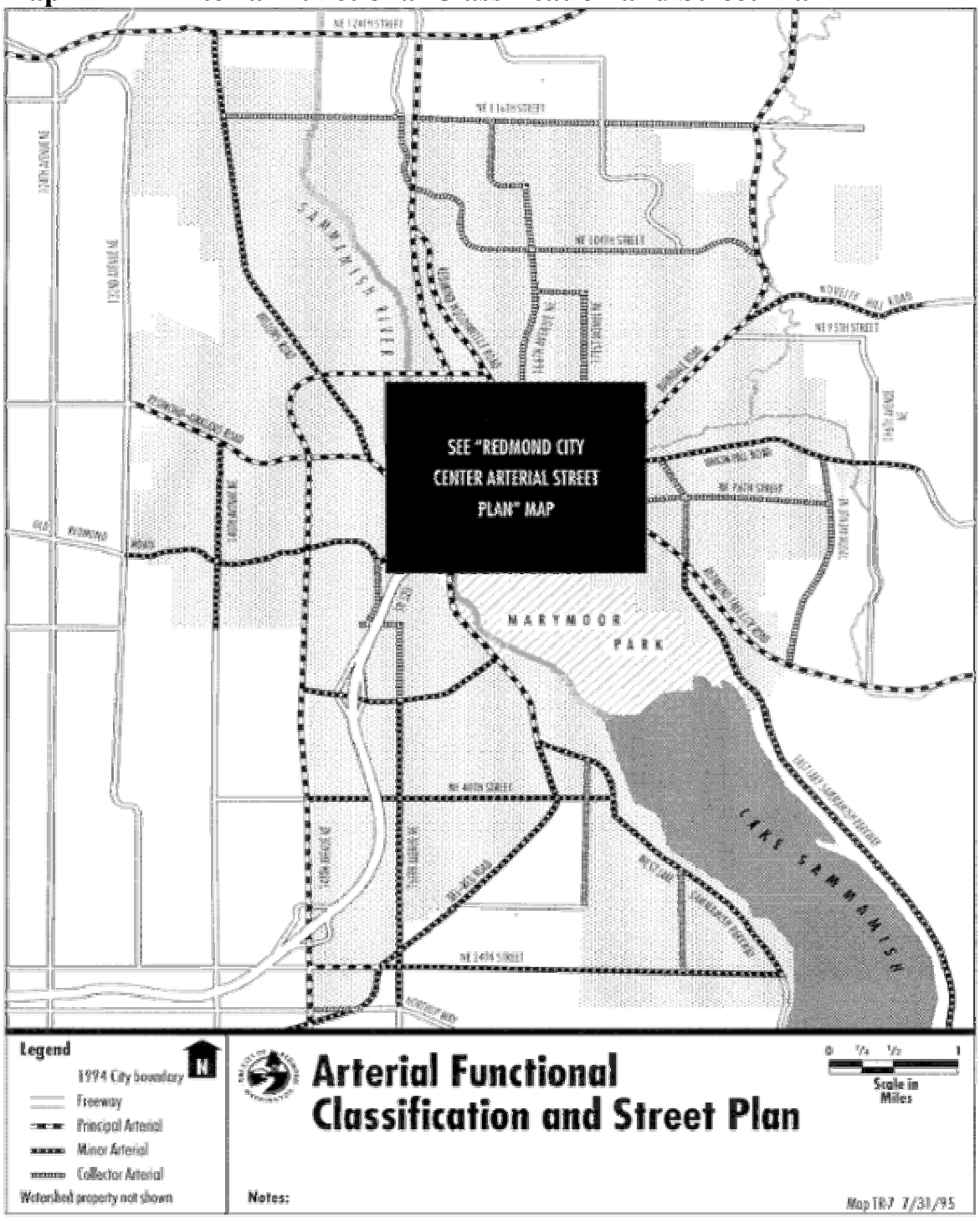


Map TR-2
Transportation Facility Plan, 1997 - 2012

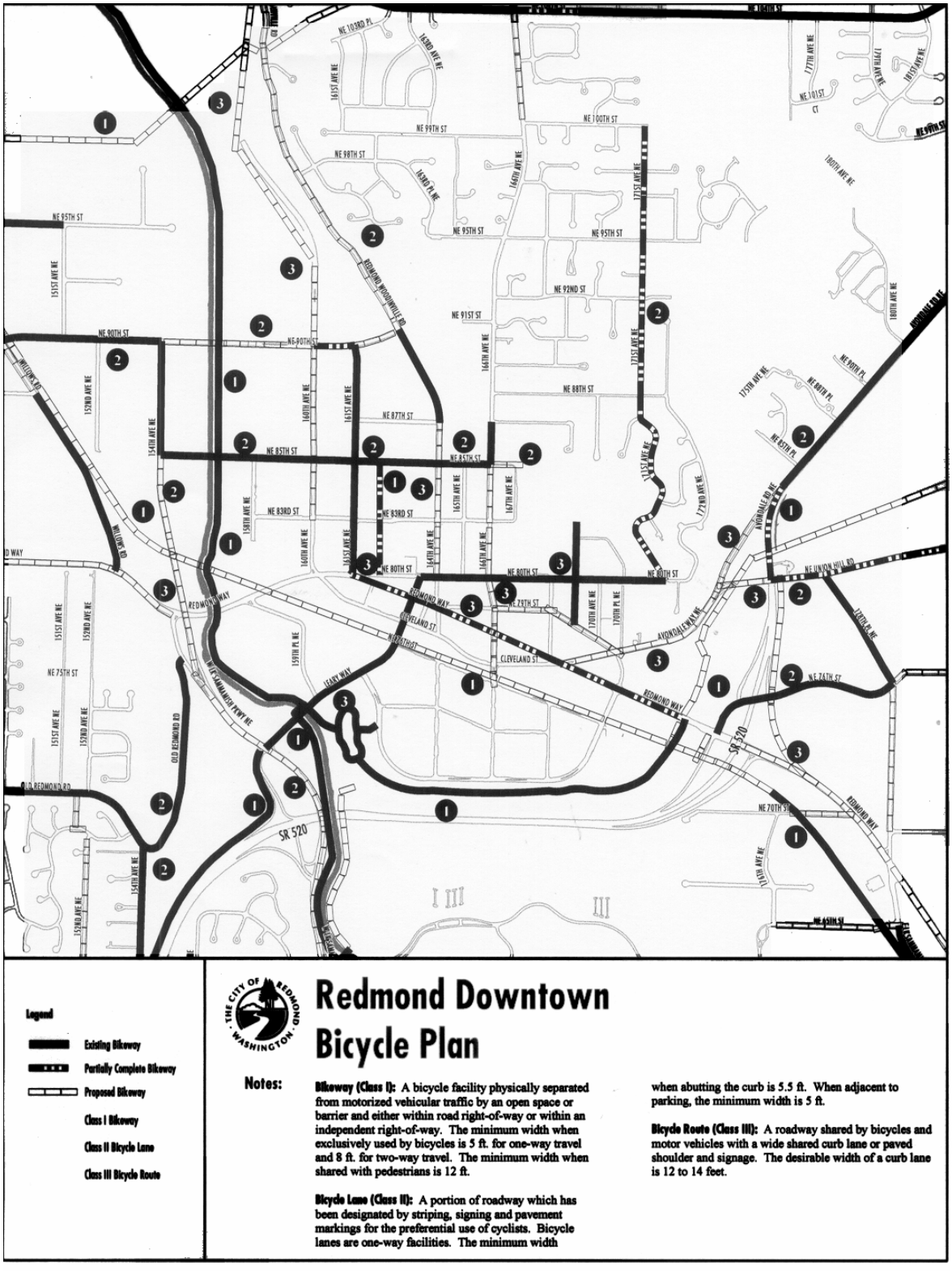


Map TR-3 - Redmond Downtown Arterial Street Plan

Map TR-4 - Arterial Functional Classification and Street Plan



Map TR-5 – Redmond Downtown Bicycle Plan



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Map TR-6

Bicycle Plan

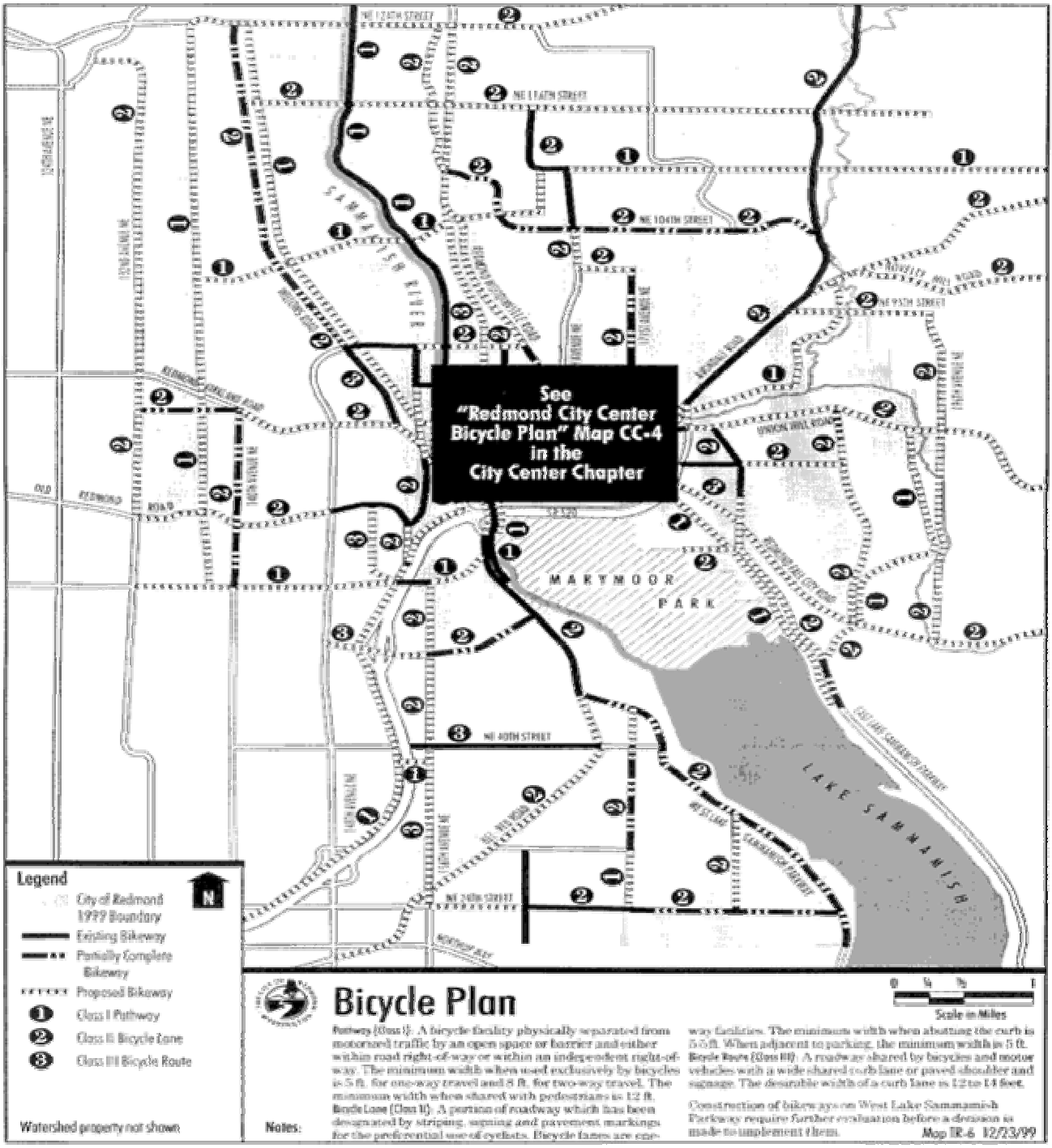

Table TR-1
Description of Average Intersection Level of Service

LOS Categories	**Definition** (Average Volume/ Capacity Ratio)	**Description** (Subjective Impression of User)
LOS A	Less than or equal to 0.600	Highest driver comfort, little delay, free flow.
LOS B	0.601 - 0.700	High degree of driver comfort, little delay.
LOS C	0.701 - 0.800	Some delays. Acceptable level of driver comfort. Efficient traffic operation.
LOS D+ (High D)	0.801 - 0.850	Some driver frustration. Efficient traffic operation.
LOS D- (Low D)	0.851 - 0.900	Increased driver frustration. Long signal cycle length.
LOS E+ (High E)	0.901 - 0.950	Near capacity. Notable delays. Low driver comfort. Difficulty of signal progression.
LOS E- (Low E)	0.951 - 1.000	At capacity. High level of congestion. High level of driver frustration.
LOS F	Above 1.000	Break-down flow. Excessive delays.

Table TR-2
Arterial and Transit Service Standards with Mode Split Targets

Transportation Management District	**Arterial Intersection Level of Service Standard** **(Area average of intersections)**		**Transit Level of Service Standard** **(% Of land uses within 1/4 mi of 30 minute, peak hour transit service)**		**Mode Split Targets Level of Service Standard** **(% daily trips by modes other than Single Occupant Vehicle)**	
	Letter Value	**Maximum V/C Ratio**	**Residential Land uses**	**Employment Land Uses**	**1993**	**2012**
1. Downtown	E+	0.95	100%	100%	18	30
2. NE Redmond	D+	0.85	30%	90%	18	23
3. Willows Sammamish Valley	D-	0.90	30%	90%	10	20
4. Grass Lawn	D+	0.85	50%	90%	15	18
5. Overlake	E+	0.95	50%	100%	18	30
6. Viewpoint	D+	0.85	30%	50%	15	18
7. SE Redmond	D-	0.90	70%	30%	10	20

Table TR-3
Transportation Facilities Plan, 1997 - 2012
(1998 dollars)

District	Project ID	Project Type	Project Description	Total Costs
Citywide Programs	RED-TFP-901	Programmatic	Neighborhood traffic control program	
	RED-TFP-902	Programmatic	Transportation project advance engineering	
	RED-TFP-904	Programmatic	Impact fee program administration	
	RED-TFP-908	Pedestrian/Bicycle	Pedestrian/bicycle plan implementation	
	RED-TFP-909a	Programmatic	Transportation demand management capital facilities	
	RED-TFP-909b	Programmatic	Transportation demand management services	
	RED-TFP-909c	Programmatic	Transportation demand management administration	
			Total for Citywide Programs	**9,225,000**
1. City Center	RED-TFP-046	New road	Construct new 4 lane arterial and bridge at NE 90th St from 154th to 160th Ave NE	
	RED-TFP-050a	New road	Construct new 4-5 lane arterial at 162nd Ave NE from 159th Place NE to Leary Way	
	RED-TFP-050b	Road widening	Widen Bear Creek Pkwy to 4-5 lanes from Leary Way to BNR railroad tracks	
	RED-TFP-050c	New road	Construct new 3-4 lane bridge at NE 72nd St from Bear Creek to W Lk Samm Pkwy	
	RED-TFP-067	Road widening	Widen NE 80th St to 2-3 lanes from 164th Ave NE to 171st Ave NE	
	RED-TFP-071	Road widening	Widen 168th Ave NE to 2-3 lanes from NE 80th St to Redmond Way	
	RED-TFP-077	Road widening	Widen NE 79th St to 2-3 lanes from 166th Ave NE to Avondale Way	
	RED-TFP-801	Intersection optimization	Reconfigure/optimize 19 arterial intersections in City Center District	

District	Project ID	Project Type	Project Description	Total Costs
	RED-TFP-905	HOV/Transit	Design/construct transit center/parking facility in City Center District	
			Total for City Center Projects	**42,275,000**
2. Northeast Redmond	RED-TFP-105	Road widening	Widen NE 116th St to 2-3 lanes from Red-Wood Rd to Avondale Rd	
	RED-TFP-802	Intersection optimization	Reconfigure/optimize 1 arterial intersection in NE Redmond District	
			Total for Northeast Redmond Projects	**12,700,000**
3. Willows and Sammamish Valley	RED-TFP-037a	Road widening	Widen Willows Rd to 4-5 lanes from NE 90th St to NE 95th St	
	RED-TFP-037b	Road widening	Widen Willows Rd to 3-4 lanes from NE 100th St to NE 116th St	
	RED-TFP-037c	Road widening	Widen Willows Rd to 4-5 lanes from NE 116th St to NE 124th St	
	RED-TFP-051	Road widening	Widen Red-Wood Rd to 2-3 lanes from NE 90th St to new 160th Ave NE	
	RED-TFP-072a	New road	Construct new 4-5 lane 160th Ave NE extension from NE 90th St to Red-Wood Rd	
	RED-TFP-072b	Road widening	Widen Red-Wood Rd to 4-5 lanes from 160th Ave NE extension to NE 124th St	
	RED-TFP-409	HOV/Transit	Add HOV treatments on Willows Rd from Redmond Way to NE 124th St	
	RED-TFP-803	Intersection optimization	Reconfigure/optimize 7 arterial intersections in Willows/Sammamish Valley District	
			Total for Willows/Sammamish Valley Projects	**47,010,000**

District	Project ID	Project Type	Project Description	Total Costs
4. Grass Lawn	RED-TFP-048	Road widening	Widen Old Redmond Road to 2-3 lanes from 140th Ave NE to 148th Ave NE	
	RED-TFP-075	Road widening	Widen 140th Ave NE to 2-3 lanes from south city limits to NE 80th St	
	RED-TFP-804	Intersection optimization	Reconfigure/optimize 2 arterial intersections in Grass Lawn District	
	RED-TFP-906	HOV/Transit	Construct HOV lanes on Redmond Way from 148th Ave NE to I-405	
			Total for Grass Lawn Projects	**38,440,000**
5. Overlake	RED-TFP-033	New interchange	Construct new full diamond interchange on SR-520 at NE 40th St	
	RED-TFP-045a	Road widening	Widen W Lk Sammamish Pkwy to 4-5 lanes from Leary Way to SR-520 EB Ramps	
	RED-TFP-045b	Road widening	Widen W Lk Sammamish Pkwy to 3-4 lanes from SR-520 EB Ramps to Bel-Red Rd	
	RED-TFP-080	Road widening	Widen Bel-Red Rd to 4-5 lanes from NE 30th St to NE 40th St	
	RED-TFP-401	HOV/Transit	Construct SR-520 HOV lanes, both directions, I-405 to W Lk Sammamish Pkwy	
	RED-TFP-805	Intersection optimization	Reconfigure/optimize 7 arterial intersections in Overlake District	
	RED-TFP-903	HOV/Transit	Construct transit center/park and ride facility at NE 40th St and 156th Ave NE	
			Total for Overlake Projects	**86,900,000**
7. SE Redmond	RED-TFP-028	Road widening	Widen Avondale Way to 2-3 lanes from Avondale Rd to Union Hill Rd	
	RED-TFP-049a	Road widening	Widen Union Hill Rd to 6-7 lanes from Avondale Rd to 178th Place NE	
	RED-TFP-049b	Road widening	Widen Union Hill Rd to 4-5 lanes from 178th Pl NE to 188th Ave NE	
	RED-TFP-049c	Road widening	Widen Union Hill Rd to 4-5 lanes from 188th Ave NE to east City Limits	
	RED-TFP-065	Road widening	Widen Redmond Way to 4-5 lanes from E Lake Sammamish Pkwy to east city limits	
	RED-TFP-073	Road widening	Widen E Lake Sammamish Pkwy to 3-4 lanes from Redmond Way to south city limits	
	RED-TFP-112	New roads	Construct new local arterial road system in SE Redmond District	

District	Project ID	Project Type	Project Description	Total Costs
	RED-TFP-117	New road	Construct new 2-3 lane 188th Ave NE arterial from Redmond Way to Union Hill Rd	
	RED-TFP-118	New road	Construct new 3-4 lane 185th Ave NE arterial from NE 80th St to Union Hill Rd	
	RED-TFP-400	HOV/Transit	Add southbound HOV lane on Avondale Rd from Union Hill Rd to approach to SR-520	
	RED-TFP-807	Intersection optimization	Reconfigure/optimize 7 arterial intersections in SE Redmond District	
			Total for Southeast Redmond Projects	**44,259,000**

District	Project ID	Project Type	Project Description	Total Costs
BROTS Projects in Bellevue	BEL-BROTS-18.1	Intersection widening	Add southbound right turn lane – 120th Ave NE/NE 12th St	
	BEL-BROTS-19.0	Intersection widening	Add northbound right turn lane – 116th Ave NE/NE 12th St	
	BEL-BROTS-20.2	Intersection widening	Add a southbound right turn lane – 124th Ave NE/Bel-Red Rd	
	BEL-BROTS-21.0	Intersection widening	Add southbound right turn lane – 132nd Ave NE/Bel-Red Rd	
	BEL-BROTS-48.1	Intersection widening	120th Ave NE/NE 8th St – Provide three northbound approach lanes by converting one of two southbound lanes: L/LT/R configuration. Split phase N-S traffic signal	
	BEL-BROTS-65.0	Road widening	130th Ave NE – Widen to 3 lanes, Bel-Red Rd to NE 20th St	
	BEL-BROTS-66.0	New signal	134th Ave NE/Bel-Red Rd – Install signal	
	BEL-BROTS-78.0	Intersection widening	130th Ave NE/Bel-Red Rd – Add second southbound right turn lane and a westbound right turn lane	
	BEL-BROTS-15.1	Intersection widening	124th Ave NE/Northup Way – Add northbound right turn, eastbound right turn, and eastbound through lanes; convert westbound right turn to westbound right turn/through	
	BEL-BROTS-25.2	Intersection widening	140th Ave NE/NE 24th St – Add 2nd westbound left turn lane	
	BEL-BROTS-26.0	Intersection widening	130th Ave NE/NE 20th St – Add southbound right turn and westbound right turn lanes	
	BEL-BROTS-46.2	New road	NE 29th Pl – Extend as 2/3-lane road; install signal at NE 24th Street. Provide two southbound right turn lanes at NE 24th St. Prohibit southbound left turn at NE 24th St (between NE 24th St and 145th Ave NE)	
	BEL-BROTS-49.0	Intersection widening	140th Ave NE/NE 20th St – Add 2nd eastbound left turn, 2nd westbound left turn, and southbound right turn lanes	
	BEL-BROTS-57.2	Road widening	NE 24th St – Widen to four lanes from east of NE 29th Pl to 140th Ave NE. Provide two westbound lanes, one eastbound lane, and a two-way left turn lane (NE 29th Pl to 140th Ave NE)	

District	Project ID	Project Type	Project Description	Total Costs
	BEL-BROTS-71.1	Road widening	136th Pl NE – Upgrade to 2-lane urban standards from NE 16th to NE 20th St	
	BEL-BROTS-75.0	Road widening	Northup Way – Add second eastbound lane from 120th to 124th Ave NE	
	BEL-BROTS-24.1	Intersection widening	156th Ave NE/NE 20th St – Add 2nd northbound left turn lane and eastbound through lane extended 800 feet east of 156th Ave NE (plus transition)	
	BEL-BROTS-51.2	Intersection widening	148th Ave NE/Bel-Red Rd – Add eastbound right turn lane and second westbound left turn lane	
	BEL-BROTS-63.0	Road widening	156th Ave NE – Add a third southbound through lane from Bel-Red Rd to NE 20th St	
	BEL-BROTS-67.0	Road widening	156th Ave NE – Add a two-way left turn lane between NE 20th and NE 24th St	
			Redmond Share of BROTS Projects Located in Bellevue	**10,282,000**
BROTS Projects - Joint Redmond/ Bellevue Projects	JOINT-BROTS-52.0	Intersection widening	Bel-Red Rd/NE 20th St – Add southbound right turn lane; convert westbound lanes to provide left turn, left turn/through and through/right turn lanes	
	JOINT-BROTS-53.1	Intersection widening	Bel-Red Rd/NE 24th St – Add southbound right turn lane and northbound left turn lane. Provide protected phasing for northbound left turns. Prohibit southbound left turns	
	JOINT-BROTS-50.1	Intersection widening	148th Ave NE/NE 20th St – Add 2nd westbound left turn and 2nd eastbound left turn lanes	
	JOINT-BROTS-28.0	Intersection widening	148th Ave NE/NE 29th Pl – Add southbound through and 2nd westbound left turn lanes; channelize yield for westbound right turn lane; convert eastbound right turn to shared right turn/left turn lane	
	JOINT-BROTS-79.0	Intersection widening	148th Ave NE/NE 36th St – Add 2nd southbound left turn lane and 2nd westbound left turn lane	
	JOINT-BROTS-22.3	Intersection widening	156th Ave NE/Bel-Red Rd – Add southbound right turn lane	
			Redmond Share of Joint Projects	**4,579,000**

District	Project ID	Project Type	Project Description	Total Costs
BROTS Projects in Redmond	RED-BROTS-27.0	Intersection widening	148th Ave NE/NE 40th St – Add 2nd southbound left turn and northbound right turn lanes	
	RED-BROTS-27.1	Intersection widening	148th Ave NE/NE 40th St – Add second westbound right turn lane	
	RED-BROTS-29.0	Intersection widening	148th Ave NE/NE 51st St – Add 2nd southbound left turn lane; convert westbound lanes to provide shared left turn/through and two right turn lanes	
	RED-BROTS-32.0	Intersection widening	148th Ave NE/NE 56th St – Add northbound right turn lane	
	RED-BROTS-68.0	Intersection widening	148th Ave NE – Add northbound through lane; modify channelization and signals	
	RED-BROTS-56.1	Intersection widening	152nd Ave NE/NE 24th St – Add northbound and southbound approach lanes. Make northbound lanes: Left/Thru/Thru-Right. Make southbound lanes: Left/Thru/Right	
	RED-BROTS-5.4	Intersection widening	148th Ave NE/Old Redmond Road – Improve eastbound right turn lane by increasing length and by channelization	
	RED-BROTS-8.1	Intersection widening	150th Ave NE/NE 40th St – Add northbound right turn lane	
	RED-BROTS-85.0	Intersection widening	150th Ave NE/NE 51st St – Add north leg to intersection. Provide two southbound left turn lanes	
	RED-BROTS-4.1	Intersection widening	159th Ave NE/NE 40th St – Revise lanes to provide northbound left turn and shared northbound left turn/right turn lanes	
	RED-BROTS-81.0	Intersection widening	156th Ave NE/NE 36th St – Add eastbound right turn lane and a 2nd westbound right turn lane	
	RED-BROTS-33.0	Intersection widening	140th Ave NE/Redmond Way – Add eastbound right turn and 2nd northbound left turn lanes	
	RED-BROTS-34.1	Intersection widening	Willows Rd/Redmond Way – Convert southbound lanes to provide left turn and left turn/through/right turn lanes; add westbound right turn lane	
	RED-BROTS-74.0	Intersection widening	132nd Ave NE/Redmond Way – Add westbound right turn lane	

District	Project ID	Project Type	Project Description	Total Costs
	RED-BROTS-11.1	Intersection widening	W. Lake Samm Pkwy/NE 51st St – Convert eastbound lanes to provide left turn and shared left turn/right turn lanes; convert southbound lanes to provide through and through/right turn lanes; and add northbound through lane	
	RED-BROTS-30.0	Intersection widening	W. Lake Samm Pkwy/SR 520 eastbound ramps – Add second eastbound left turn lane	
	RED-BROTS-31.0	Intersection modification	W. Lake Samm Pkwy/Bel-Red Rd – Channelize to provide a yield for westbound right turn lane	
	RED-BROTS-39.1	New road	W. Lake Samm Pkwy/Town Center – Construct a new 4-lane connector w/signal at W. Lake Samm Pkwy	
	RED-BROTS-86.0	Intersection widening	W. Lake Samm Pkwy/Leary Way – Widen Leary Way approach to provide 4-lanes: left/left-thru/thru/right. Widen SR 520 on ramp to two lanes for 500 feet	
	RED-BROTS-999	North/South Corridor Study	Conduct a north/south corridor study to analyze travel alternatives in the Overlake area	
			Redmond Share of Projects Located in Redmond	**17,897,000**
King County Projects	RED-KING-000		King County transportation projects funded according to the interlocal agreement signed by the City of Redmond and King County	
			Redmond Share of Projects Located in unincorporated King County	**15,000,000**
			Redmond TFP Total $	**328,567,000**

Table TR-4
Transportation Master Plan Financial Element, 1995-2012
Growth-Related Project Needs
(1998 dollars)

Project Costs, by Type

Bellevue BROTS Projects	$ 10,282,000
King County Projects	15,000,000
Modification of existing traffic signals/intersections	22,802,000
New road construction	87,546,000
New traffic signals	5,530,000
Programs: Ped/bike, TDM, Traffic Calming, N/S Cor Study	9,385,000
Roadway widening	97,822,000
Transit/HOV	80,200,000
Total, All Project Costs	**$ 328,567,000**

Project Revenues, by Source

Redmond		
	Developer Contributions	$ 48,514,380
	General CIP Revenues	52,867,280
	Grants – Federal (ISTEA, TEA-21, FTA)	14,511,700
	Grants – State (UATA,TIA)	27,306,700
	Impact fees – Existing and Proposed	78,084,720
	SEPA prior to impact fees	1,950,000
	Other	2,948,220
	Subtotal, City of Redmond Revenues	**$ 226,183,000**
Other Revenue Sources		
	King County Share	$ 19,922,000
	Metro/RTA Share	32,571,000
	WSDOT Share	49,891,000
	Subtotal, Other Revenue Sources	**$ 102,384,000**
Total, All Revenues by Source		**$ 328,567,000**

Table TR-5
Street Classifications

Street Classifications	Special Facilities
■ Freeway/Expressway	■ High Occupancy Vehicle (HOV) Facility
■ Principal Arterial Street	■ Transit-Only Facility
■ Minor Arterial Street	■ Walkway/Bikeway/Multi-purpose Trails
■ Collector Arterial Street	■ Railway
■ Local Access Street	■ Equestrian Trails

Table TR-6
Arterial Functional Classification Summary

	Traffic Lanes		Sidewalks		Bike Lanes*	
Street	**Built**	**Planned**	**Built**	**Planned**	**Built**	**Planned**
PRINCIPAL ARTERIALS:						
Avondale Rd NE	4 to 5	4 to 5	1 to 2	2	2	2
Redmond Way (except couplet)	4 to 5	4 to 6	0 to 2	2	0	0
Redmond Way (couplet)	2 to 3	2 to 3	2	2	0	2
Cleveland St (couplet)	2 to 3	2 to 3	2	2	0	0
Redmond-Woodinville Road/164th Ave NE - north of NE 90th St	2 to 3	2 to 3	0 to 2	1	0	2
Redmond-Woodinville Road/164th Ave NE - south of NE 90th St	2 to 4	3 to 4	0 to 2	2	0	2
SR-520 (including HOV lanes)	2 to 4	6	0	0	2	2
W Lk Sammamish Pkwy NE - Bel-Red Rd to BNRR Bridge	2 to 5	3 to 6	0 to 2	1 to 2	0 to 2	2
NE 24th St - 148th to 156th Ave NE	4 to 5	4 to 5	2	2	0	0
NE 90th St - Willows Rd to Red-Wood Rd	0 to 3	3 to 4	0 to 1	2	0 to 2	2
148th Ave NE - NE 20th St to Willows Rd	4 to 6	4 to 6	2	2	0	0
154th Ave NE - BNRR Bridge to NE 85th St	4 to 5	4 to 5	0 to 1	2	0	2
154th Ave NE - NE 85th St to NE 90th St	2 to 3	2 to 3	0	2	0	2
160th Ave NE - Redmond Way to Red-Wood Rd	0 to 3	2 to 5	0 to 2	2	0	2
MINOR ARTERIALS:						
Bear Creek Pkwy	3 to 5	4 to 5	1	1 to 2	0	1 to 2
Bel-Red Rd	2 to 5	4 to 5	0 to 2	1 to 2	0	2
E Lk Sammamish Pkwy NE	2 to 3	2 to 3	0	0 to 2	0 to 2	2
Leary Way NE	3 to 4	3 to 4	0 to 2	2	0	2
NE Union Hill Rd	2 to 5	2 to 5	0 to 2	0 to 2	0	2

Novelty Hill Rd	2 to 3	2 to 5	0	1 to 2	0 to 2	2
Old Redmond Rd	2 to 3	2 to 4	0 to 2	2	0 to 2	2
W Lk Sammamish Pkwy NE - Bel-Red Rd to south city limits	2 to 3	2 to 3	0 to 1	0 to 2	1	2
Willows Rd	2 to 4	3 to 5	0 to 2	1 to 2	1 to 2	2
NE 24th St - City limits to W Lk Sammamish Pkwy NE	2 to 3	2 to 3	2	2	1	2
NE 40th St	2 to 5	2 to 8	0 to 2	2	0 to 2	2
NE 51st St	2 to 5	2 to 5	1 to 2	2	0 to 1	2
NE 72nd St Bridge	0	3 to 4	0	1 to 2	0	0
NE 85th St**	2 to 4	3 to 5	1 to 2	2	2	2
140th Ave NE	2 to 3	2 to 5	0	2	0 to 1	2
156th Ave NE - NE 20th to NE 51st St	4 to 5	4 to 5	2	2	0	2
162nd Ave NE - Leary Way to Redmond Way	0	3 to 5	0	2	0	0
MINOR ARTERIALS (Cont.):						
170th Pl/Ave NE	2	3 to 5	0 to 2	2	0	0
188th Ave NE - between Union Hill Rd & Redmond-Fall City Rd	0	2 to 4	0	2	0	2
COLLECTORS:						
Avondale Way NE	2 to 4	2 to 4	2	2	0	2
NE 20th St	4 to 5	4 to 5	0 to 1	2	0	0
NE 65th St - 185th Ave NE to 188th Ave NE	0	2 to 3	0	2	0	0
NE 73rd St - 185th Ave NE to 188th Ave NE	0	2 to 3	0	2	0	0
NE 76th St - SR-520 to 192nd Ave NE	0 to 2	2 to 3	0 to 2	2	0	2
NE 76th St - Leary Way to Bear Creek Pkwy	0	2	0	1	0	2
NE 80th St - 132nd to 140th Ave NE	2	2 to 3	1	2	1	2
NE 80th St - Redmond Way to 171st Ave NE	2 to 3	2 to 4	0 to 2	2	0	2
NE 80th St - 185th Ave NE to 188th Ave NE	0	2 to 3	0	2	0	0
NE 83rd St - 158th Ave NE to 166th Ave NE	0 to 3	2 to 3	0 to 2	2	0 to 2	2
NE 95th St, east of Avondale Rd	2	2 to 3	1 to 2	2	0	2
NE 100th St	2	2	2	2	0	2
NE 104th St	2 to 3	2 to 3	2	2	0 to 2	2
NE 116th St	2 to 3	2 to 3	0	0 to 2***	0 to 2	2
156th Ave NE - NE 51st St to NE 65th St	2	2	0 to 2	2	0	2
158th Ave NE - NE 86th St to Redmond Way	0 to 2	2 to 3	0 to 1	2	0	0
159th Pl NE	2 to 3	3 to 5	0 to 2	2	0	0
161st Ave NE - NE 90th to Redmond Way	2 to 4	2 to 4	1 to 2	2	0 to 2	2
166th Ave NE	2 to 4	2 to 4	2	2	0 to 2	0 to 2
169th Ave NE	2	2 to 3	0 to 2	2	0	2
171st Ave NE	2	2	1 to 2	1 to 2	0 to 1	2
172nd Ave NE	2	2	2	2	0 to 2	2
178th Ave NE/180th Ave NE	2 to 3	2 to 3	0	2	0 to 2	2
185th Ave NE - Union Hill Rd to SR-202 (Redmond-Fall City Rd)	0 to 2	2 to 3	0 to 2	2	0	2
192nd Ave NE - Union Hill Rd to SR-202	0	3	0	2	0	2

(Redmond-Fall City Rd)						

* A Class I, II or III bicycle designation is planned on or near the arterial as indicated. See the bicycle plan maps.

** Final lane configuration will be designed after the completion of a facility plan for NE 85th Street. The facility plan for NE 85th Street shall not be prepared until construction of NE 90th Street has been completed and operational for not less than one (1) year. Potential amendments to the lane configuration of NE 85th Street, if needed, will be considered after the facility plan is completed. Any changes to the lane configuration shall be reviewed by the Pedestrian-Bike Committee which shall review the proposed facility plan for NE 85th Street and forward its recommendation to the Planning Commission, who shall review the plan and the Ped-Bike Committee recommendation, and forward a recommendation to the City Council prior to its adoption.

*** Construction of a sidewalk on the north side of NE 116th Street assumes that it will be located within a shared corridor with other trails facilities.

Table TR-7
Inventory and LOS for State Owned Facilities in Redmond

Facility	Name	Limits	Description	Distance (miles)	LOS Standard (equivalent v/c ratio)	Base Year 2002 v/c ratio (with 6-Yr. Projects)**	Projected 2012 v/c ratio
SR-202*	Red-Wood Rd., Redmond-Fall City Road	NE 124th St. (north city limits) to 187th Ave. NE (east city limits)	2 to 5 lane arterial	4.8	0.90	0.73	0.96
SR-520**	520 Freeway	148th Ave. NE to SR-202 (Redmond Way)	5 to 6 lane freeway (including HOV lanes), and bike/ped lanes	4.3	0.90	1.23	0.89
SR-908*	Redmond Way	132nd Ave. NE (west city limits) to 164th Ave. NE	2 to 5 lane arterial	2.2	0.90	0.80	0.79

Note:

* The SR-202 and SR-908, Base Year 2002 and Projected 2012 LOS, is based on the average v/c ratio of traffic signals on the highway.

** The LOS for state highways is established by the Washington State Department of Transportation (WSDOT) and is a link-based measurement.